

### **Minutes of the September 25, 2017 meeting**

Attendees: John Bogasky, Ian Rothman, Ernie Benjamin, Charlotte Crutchfield, Arguilla Ridgell, Dorinda Danneman, Josh Goodman, Daniel Klasik, Craig Wilson, Jeremy Beck.

The Agenda was approved. The Minutes were approved.

Treasurer's Report: We have active 25 members. Revenues are above budget by \$95, and Net Income by \$102.

Jeremy Beck, State Highway Administration, spoke about the MD 28/MD 198 Corridor Improvement Study. It covers 10.6 miles from MD 97 to Sweitzer Lane, just west of I-95. The study area is divided into five segments. The project development process has four phases: Project Planning, Final Design, Right-of-Way Acquisition and Construction. The current phase, Project Planning, is the only phase funded. The project began in 2001, and was put on hold for the ICC study and construction. It was resumed 5 years ago, and its purpose now is to assess the needs still remaining: Improvements in local traffic safety for motorists, bicyclists and pedestrians, to manage access, and to preserve the rural and suburban quality of life. These roads are approaching capacity and it is expected that traffic will continue to increase along the corridor. Several alternatives are being considered. Alternative 1 – No Build: No major improvements. Alternative 2 – Transportation Systems Management and Transportation Demand Management. Alternative 3 – Typical Section Improvements.

Public outreach began with an Open House in June 2014. There was an Alternatives Public Workshop in March 2015 and a Public Hearing in June 2017. Meetings are held with community groups and businesses as requested. No decisions on alternatives have been made at this time. Over 200 comments have been received. Comments will be evaluated; feedback will be received from Environmental Agencies. The preferred alternatives will be identified later this year. Planning should be completed by summer 2018. Design – 3 to 5 years; Right of Way Acquisition takes 18 months, concurrent with design. SHA would prioritize the sections that can move forward. Construction would take 3 to 5 years. Construction could start about 2023, if funded. The upper end of projected costs for the project is \$250M in 2023 dollars. Goals are to minimize impacts and costs.

Segment A – MD 97 to Layhill Road: Alternative 2 would provide a shared use path on the north side of the roadway and a sidewalk on the south side. The Access Management option would provide a shared use path and an access road on the north side. Alternative 3 would provide a four lane divided roadway, with a shared use path and an option to have access roads.

Segment B – Layhill Road to MD 650: No changes proposed. This section is owned by Montgomery County and does not have many issues.

Segment C – MD 650 to Old Columbia Pike: Alternative 2 would provide a two-lane road with a shared use path on the south side, and a bike lane. Access Management adds a center 2-way turning lane where appropriate or a center median. Four areas are being considered for intersection improvements. MD 198 and MD 650: No change or double left turn lanes. Good Hope Road: Roundabout. Requires shifting intersection to the east to avoid historical properties. Thompson Road: Roundabout. Requires shifting Thompson intersection to the west, impact to a farm. Peach Orchard Road: Roundabout. Shifts 198 a bit south.

Segment D – Burtonsville: Alternative 2 keeps a four lane undivided roadway. Widening will mostly impact existing parking, potential impact to two businesses. Storm water management improvements. Burtonsville business and property owners had three meetings, feedback was incorporated into alternatives. Many prefer Alternative 3: Two lanes each way with a center two-way left turn lane. The Access management option adds a median. The intersection improvement option adds a second left turn lane at Old Columbia Pike.

Segment E – US 29 to Sweitzer Lane: This section has been improved already. Adds a shared use bike path to the south side of the roadway.

These projects could affect would affect historical properties in Segment C, parkland in Segments A, C and E, and residences and businesses in Segments A, C, D and E. Environmental impacts could be felt to the Upper Paint Branch Special Protection Area, wetlands and waterways in Segments A, C and E, and forested areas in Segments A and C.

Jeremy Beck, Project Manager, SHA. [jbeck@sha.state.md.us](mailto:jbeck@sha.state.md.us) 410-545-8518  
<http://apps.roads.maryland.gov/WebProjectLifeCycle/ProjectInformation.aspx?projectno=AW0681115>

Discussion after the presentation about problems with mail delivery, the effect of Amazon's purchase of Whole Foods, when residential paving projects would actually occur, and progress on the Randolph Road and Georgia Avenue intersection.

**The next Glenmont Exchange meeting will be held on Monday, October 23, 2017**  
Minutes submitted by Dorinda Danneman, Secretary.